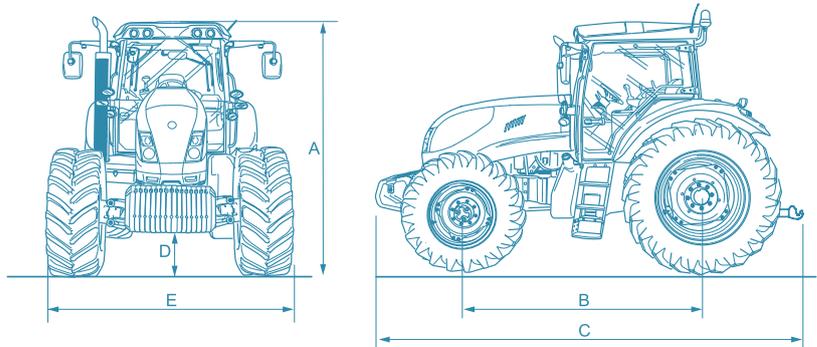




	7-SERIE 145	7-SERIE 165	7-SERIE 185	7-SERIE 190	7-SERIE 210	7-SERIE 230
<b>ENGINE</b>						
F.P.T. (TIER 3)	NEF 6 CYL CR TAA					
ELECTRONIC HIGH PRESSURE COMMON RAIL	●	●	●	●	●	●
MAX. ENGINE POWER (ISO)	HP/KW 145 / 106	162 / 119	171 / 126	180 / 132	198 / 146	213 / 157
ENGINE POWER WITH POWER MANAGEMENT FOR PTO (ISO)	HP/KW 156 / 115	171 / 126	183 / 135	199 / 146	213 / 157	225 / 165
MAX. TORQUE (WITH POWER MANAGEMENT)	NM 632 (705)	730 (747)	748 (763)	774 (800)	800 (850)	850 (950)
TORQUE BACKUP (WITH POWER MANAGEMENT)	40% (45%)	45% (40%)	40% (36%)	45% (38%)	38% (37%)	45% (42%)
DISPLACEMENT (CM³) / CYLINDERS/VALVES	6.728 / 6 / 24	6.728 / 6 / 24	6.728 / 6 / 24	6.728 / 6 / 24	6.728 / 6 / 24	6.728 / 6 / 24
FUEL TANK CAPACITY	LITRES 300	300	300	350	350	350
<b>CLUTCH</b>						
MULTI-DISC WET CLUTCH	●	●	●	●	●	●
<b>TRANSMISSION</b>						
AUTOPOWERSHIFT + REV. SHUTTLE: 32FWD+24REV (8 POWERSHIFT SPEEDS) (TECHNO)	●	●	●	●	●	●
AUTOPOWERSHIFT + CREEPER + REV. SHUTTLE: 48FWD+40REV (TECHNO)	○	○	○	○	○	○
AUTOSHIFT + REV. SHUTTLE: 32V+24R (8 POWERSHIFT SPEEDS) (COMFORT / FULL-TRONIC)	●	●	●	●	●	●
AUTOSHIFT + CREEPER + REV. SHUTTLE: 48V + 40R (COMFORT / FULL-TRONIC)	○	○	○	○	○	○
REVERSE POWER SHUTTLE: REVERSE SHUTTLE UNDER LOAD	●	●	●	●	●	●
ELECTROHYDRAULIC PARK LOCK (COMFORT / FULL-TRONIC)	○	○	○	○	○	○
WHITOUT ELECTROHYDRAULIC PARK LOCK (TECHNO)	●	●	●	●	●	●
REAR ELECTROHYDRAULIC DIFF-LOCK	●	●	●	●	●	●
<b>HYDRA - P.T.O.</b>						
OIL-IMMERSED MULTI-DISK PTO	●	●	●	●	●	●
ELECTROHYDRAULIC CONTROL	●	●	●	●	●	●
2 SPEEDS: 540/1000 RPM	●	●	●	●	●	●
<b>4WD FRONT AXLE</b>						
RIGID TYPE	●	●	●	●	●	●
WITH ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSIONS	○	○	○	○	○	○
MAX. STEERING ANGLE	55°	55°	55°	55°	55°	55°
TURNING RADIUS	MM 4.900	4.900	4.900	5.400	5.400	5.400
<b>BRAKES</b>						
ANNULAR PISTON WET REAR BRAKES - 6 DISCS	●	●	●	●	●	●
AUTOMATIC 4 WD ENGAGEMENT ON BRAKING	●	●	●	●	●	●
"BRAKING BOOSTER SYSTEM" SERVO BRAKE	●	●	●	●	●	●
<b>HYDRAULICS</b>						
CLOSED-CENTRE CIRCUIT	●	●	●	●	●	●
HYDRAULIC FLOW	LTR/MIN 110	110	110	130 ● / 163 ○	130 ● / 163 ○	130 ● / 163 ○
MECHANICALLY / ELECTROHYDRAULICALLY-OPERATED AUXILIARY VALVES (TECHNO/COMFORT)	STD/OPT 3 / 4	3 / 4	3 / 4	3 / 4	3 / 4	3 / 4
ELECTROHYDRAULICALLY OPERATED AUXILIARY VALVES (FULL-TRONIC)	STD/OPT 4 / 5	4 / 5	4 / 5	4 / 5	4 / 5	4 / 5
<b>POWER LIFT WITH "CAN BUS LIFT CONTROL"</b>						
ELECTRONICALLY OPERATED	●	●	●	●	●	●
FUNCTIONS: POSITION CONTROL, INTERMIX, FLOAT POSITION, SHOCK ABSORBER	●	●	●	●	●	●
MAX. LIFT CAPACITY	KG 8000	8000	8000	10.950	10.950	10.950
<b>CAB AND DRIVING SEAT</b>						
CAB WITH ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSION	○	○	○	○	○	○
AIR-CONDITIONING	●	●	●	●	●	●
PNEUMATIC SUSPENSION SEAT (TECHNO/COMFORT) - (FULL-TRONIC)	(○) - (●)	(○) - (●)	(○) - (●)	(○) - (●)	(○) - (●)	(○) - (●)
<b>DIMENSIONS AND WEIGHTS</b>						
STD FRONT TYRES	480/65R28	480/65R28	480/65R28	540/65R30	540/65R30	540/65R30
STD REAR TYRES	600/65R38	600/65R38	600/65R38	650/65R42	650/65R42	650/65R42
A - HEIGHT OVER CAB	MM 2900	2900	2900	3000	3000	3000
B - WHEELBASE	MM 2752	2752	2752	2873	2873	2873
C - MAX. LENGTH (WITH BALLAST WEIGHTS)	MM 5209	5209	5209	5307	5307	5307
D - GROUND CLEARANCE	MM 505	505	505	470	470	470
E - MIN. WIDTH	MM 2495	2495	2495	2415	2415	2415
TOTAL WEIGHT (WITHOUT BALLAST WEIGHTS)	KG 6500	6500	6500	7700	7700	7700

Key: ● standard ○ option – not available



NEW

# Serie 7

145 - 165 - 185 - 190 - 210 - 230



Landini®

# "7" SERIES, SIMPLY CUTTING EDGE

The "7" series has been designed and tailored to real customers' needs to let them meet the requirements of an increasingly competitive agriculture. By combining low running costs with maximum comfort, reliability and excellent performance the "7" series decidedly meets the requirements of large-sized farms and contractors. The range consists of 6 models equipped with the latest F.P.T. - Nef (Tier 3) 6 cylinder turbo engine. The engine family features 24 valves and a *Common-rail* electronic injection system providing excellent torque features for great flexibility of use. In addition to this the *Dual Power* system allows the power available at the PTO to be automatically increased. A powerful engine combined with an excellent mechanical, hydraulic and electronic performance make the "7" series tractors ideal for the most demanding applications, from soil cultivation to traction and PTO work through to roading and transport operations

The innovative electronic "*Autopowershift*" is available with a choice of mechanical (*Techno*) or electronic range shifting (*Comfort o Full-Tronic*). The "*Autopowershift*" transmission provides 32 speeds and four synchromesh ranges with hydraulic reverse power shuttle. The rugged cast steel chassis and suspended engine fitted on the new "7" series provide less vibrations and a lower noise level, thus ensuring the utmost driving comfort. The "7" series tractors can be optionally equipped with independent wheel front suspension providing a higher degree of stability and an excellent road-holding.

A front hitch and PTO are also available as an option making this range truly versatile for applications using front-mounted implements or rear and front implement combinations.

The *Master Class* cab, conceived to meet the requirements of the most demanding customers, offers an unequalled all-round visibility thus providing the utmost in comfort and safety. With the "7" series there is no way of getting tired even when working on long work shifts or all day long.



## NEW FPT-NEF (TIER 3) ENGINES AND REAR TILTING HOOD.

THE NEW F.P.T. - NEF (TIER 3), 6-CYLINDER TURBOCHARGED ENGINES FITTED ON THE 6 MODELS MAKING UP THE NEW "7" SERIES FEATURE 24 VALVES AND A CYLINDER DISPLACEMENT OF 6728 CM<sup>3</sup> ALL ENGINES ARE EQUIPPED WITH A HIGH-PRESSURE ELECTRONIC COMMON-RAIL FUEL INJECTION SYSTEM DELIVERING 145 TO 225 HP AND ENSURING ULTIMATE PERFORMANCE IN ANY WORK CONDITION. PURPOSELY DESIGNED FOR FARMING APPLICATIONS, THESE ENGINES OF MODERN DESIGN OFFER A NUMBER OF CUTTING-EDGE TECHNICAL SOLUTIONS. THE ADVANCED ELECTRONIC CONTROL SYSTEMS ENSURE AN OPTIMUM AND ENVIRONMENT-FRIENDLY COMBUSTION AND COMPLIANCE WITH THE TIER 3 EMISSION STANDARDS, WHILST MAINTAINING EXCELLENT FUEL ECONOMY. NOISE AND VIBRATIONS ARE REDUCED TO A MINIMUM THANKS TO THE CAST STEEL CHASSIS ENSURING LONGER ENGINE DURABILITY. IN ADDITION TO THIS, THE DUAL POWER SYSTEM, COMBINED WITH THE ENGINE ELECTRONICS, ALLOWS AN AUTOMATIC INCREASE OF BOTH THE POWER AND TORQUE AVAILABLE AT THE PTO. THE FULLY-TILTING HOOD PROVIDES EASY ACCESS TO THE ENGINE FOR ROUTINE SERVICE AND MAINTENANCE. > FIG. A

A

## FRONT AXLE WITH HYDRAULIC INDEPENDENT SUSPENSIONS.

TRACTORS CAN BE OPTIONALLY EQUIPPED WITH A FRONT AXLE WITH INDEPENDENT, ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSIONS ENSURING HIGH SPEEDS ON ROUGH GROUNDS AND IMPROVING TRACTION AND MANOEUVRABILITY FOR ENHANCED COMFORT, SAFETY AND PRODUCTIVITY. > FIG. B

B

## AUTOPOWERSHIFT TRANSMISSION, COMFORT, SPEED, PRODUCTIVITY, ECONOMY.

THE "AUTOPOWERSHIFT" TRANSMISSION PROVIDES 32 SPEEDS (4 RANGES AND 8 POWERSHIFTS UNDER LOAD PER RANGE) WITH HYDRAULIC REVERSE POWER SHUTTLE AND IS WITH THE MECHANICAL (TECHNO) OR ELECTRONICALLY CONTROLLED (COMFORT AND FULL-TRONIC) RANGE SHIFTING.

THE ELECTRONIC "FULL-TRONIC" GEARBOX IS CONTROLLED VIA A JOYSTICK INTEGRATED INTO A MULTI-FUNCTION "ELECTRONIC ARMREST" WHICH ALLOWS ALL RANGES AND ELECTRONIC POWERSHIFT SPEEDS TO BE ENGAGED BY SIMPLY PUSHING A BUTTON. > FIG. C

THE ELECTRONIC SYSTEM ALSO FEATURES A "RANGE SEQUENCER" SYSTEM ALLOWING "SMART" SHIFTING THROUGH ALL FOUR RANGES AND A DEVICE NAMED "AUTOSHIFT" FOR AUTOMATIC GEAR SHIFTING DURING TRANSPORT OPERATIONS.

THE AUTOSHIFT SELECTS THE RIGHT GEAR ACCORDING TO THE ENGINE LOAD AND RPM ALLOWING SIMPLE AND SMOOTH DRIVING FOR MAXIMISED COMFORT AND PRODUCTIVITY AND MINIMISED CONSUMPTION.

THE TRANSMISSION IS ALSO EQUIPPED WITH A HYDRAULIC "REVERSE POWER SHUTTLE" [> FIG D] WHICH PROVIDES A TOTAL OF 32 FORWARD AND 24 REVERSE SPEEDS.

A CREEPER UNIT CAN ALSO BE FITTED AS AN OPTION TO ACHIEVE 48 FORWARD AND 40 REVERSE SPEEDS.

C

D

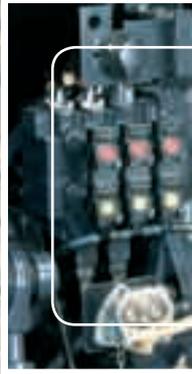


**SERIE 7, SYNONYMOUS WITH SUPERB**



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# TECHNOLOGY AND INNOVATION

## 4-CENTRE HYDRAULICS VERSATILE AUXILIARY VALVES.

4-CENTRE HYDRAULIC SYSTEM WITH VARIABLE DISPLACEMENT PUMP PROVIDES A FLOW RATE OF 130 L/MIN (OR AN OPTION WITH A HIGHER FLOW RATE OF 163 L/MIN IS AVAILABLE AS AN OPTION) AND ENSURES OPTIMUM OPERATION OF THE FIVE REAR HYDRAULIC VALVES AVAILABLE IN THE FULL-TRONIC VERSION (ALL VALVES ARE ELECTRONICALLY CONTROLLED). > FIG. F

WHICH IS CONTROLLED VIA THE PUSHBUTTONS INTEGRATED INTO THE JOYSTICK (1) WHILST THE OTHERS ARE OPERATED BY THE BUTTONS INTEGRATED INTO THE MULTI-FUNCTION ARMREST (2 AND 3) [> FIG. E] WHERE PRESSURE AND FLOW REGULATORS ARE ALSO POSITIONED FOR EASY AND COMFORTABLE ADJUSTMENTS ACCORDING TO THE JOB TO BE CARRIED OUT.



## NEW ELECTRONIC POWER LIFT WITH "CAN BAS LIFT CONTROL".

IN THE FULL-TRONIC VERSION THE MAIN CONTROL (S) IS CONVENIENTLY LOCATED IN AN ERGONOMIC AND EASY TO READ POSITION ON THE JOYSTICK [> FIG. H], AND ALL MAIN FUNCTIONS AND REGULATIONS INTEGRATED INTO THE RIGHT CONSOLE [> FIG. G] ALLOW FOR EASY OPERATION AND FINGERTIP CONTROL OF THE IMPLEMENTS. THE CAT 3 THREE-POINT LINKAGE PROVIDES A LIFT CAPACITY OF 10950 KG.

## HYDRA PTO: 2 SPEED PTO WITH HYDRAULIC ENGAGEMENT OF DUAL POWER SYSTEM FOR EXTRA POWER.

THE OIL BATH DISC CLUTCH, HYDRAULICALLY OPERATED VIA A PUSHBUTTON (P) [> FIG. E] ENABLES SMOOTH AND PROGRESSIVE ENGAGEMENT OF THE PTO. THE DUAL POWER SYSTEM, WHICH UTILISES THE ENGINE ELECTRONICS, ENABLES THE POWER AND TORQUE AVAILABLE AT THE PTO TO BE AUTOMATICALLY INCREASED UNDER LOAD AND IN DIFFICULT WORK CONDITIONS BY APPROXIMATELY 15 HP, RESULTING IN ENHANCED PERFORMANCE AND PRODUCTIVITY, THE AUTO PTO FUNCTION ENABLES THE ENGAGEMENT AND DISENGAGEMENT OF THE PTO ACCORDING TO POWER LIFT POSITION AND IS VERY USEFUL DURING HEADLAND OPERATIONS.

## "SUPER CLASS" CAB - ULTIMATE COMFORT AND ALL-ROUND VISIBILITY.

"SUPER CLASS" FOUR-POST CAB WITH LARGE, REAR-VIEW MIRRORS OFFERS UNEQUALLED ALL-ROUND VISIBILITY. THE CAB ALSO ALLOWS THE OPERATOR TO ENTER AND EXIT WITH EASE AND SAFETY.

EQUIPPED WITH AIR CONDITIONING SYSTEM LOCATED IN THE REAR OF THE CAB, AN ADJUSTABLE STEERING WHEEL AND AN ELECTRIC SEAT WITH MULTI-FUNCTION "ELECTRONIC CONTROL" IN THE FULL-TRONIC VERSION.

PREMIUM ACCURATE AUTOMOTIVE-STYLE INTERIORS AND SOUND-PROOFING MAKE DRIVING A PLEASANT EXPERIENCE. OPTIONALLY THE CAB CAN BE EQUIPPED WITH ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSION (L.S.H.C. - LOW SPEED SUSPENDED HYDRO CAB), WHICH, COMBINED WITH AN INDEPENDENT FRONT SUSPENDED AXLE (OPTIONAL), PROVIDES MAXIMUM DRIVING COMFORT. > FIG. I

